

The China Mail.

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HONGKONG, FAY, JULY 15, 1892.

AGENTS FOR THE CHINA MAIL.

LONDON.—R. ALDER, 11 & 12, Clement's Lane, Lombard Street, E.C.; George STREET & Co., 30, Cornhill; GORDON & GORCH, Ludgate Circus, E.C.; BATES & CO., 37, Walbrook, E.C.; SAMUEL DRACON & CO., 150 & 154, Leadenhall Street, W.M.; WILDE, 151, Cannon Street, E.C.; ROBERT WATSON, 150, Fleet Street.
PARIS AND EUROPE.—ANDERSON PRINCE, 36, Rue Lafayette, Paris.
NEW YORK.—J. STEWART HAPPEL, THE CHURCH EVANGELIST OFFICE, 62, West 2d Street.
SAN FRANCISCO AND AMERICAN PORTS GENERALLY.—BALD & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—Gordon & Goroch, Melbourne and Sydney.
JETTON.—W. H. SMITH & CO., THE ANTHROPOLOGICAL CO., Colorado.
SINGAPORE, STRAITS, &c.—SAYLE & CO., Queen, Singapore; C. HENNING & CO., Mounds.
CHINA.—MUNO, A. A. DA CRUZ, Amoy; N. MOELLER & CO., LIMITED, Foochow; HANCO & CO., Shanghai; LANE, LEAVENWORTH & CO., and KELLY & WALKER, Yokohama; LANE, CRAWFORD & CO., and KELLY & CO.

NOTICES OF FIRMS.

THE STRAITS FIRE INSURANCE COMPANY, LIMITED.

THE STRAITS INSURANCE COMPANY, LIMITED.

HONGKONG BRANCH.

I HAVE THIS DAY HANDED OVER CHARGE of the above Companies to Mr. WM. MACBEAN who has been appointed Agent at this Branch.

By Order of the Board of Directors,
ALEX. R. CATT, Acting Agent.

Hongkong, July 14, 1892. 1224

Intimations.

HONGKONG RIFLE ASSOCIATION.

The Short RANGE CUP will be Shot for on SATURDAY, 1st July, 1892, Range 200 and 300 yards. Time, 2.45 p.m.

ED. ROBINSON, Hon. Secretary.

Hongkong, July 11, 1892. 1201

Books.

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL, £1,000,000.

SUBSCRIBED CAPITAL, £500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLIES, Esq., CHAN TUNG SHANG,

CHAN KIN SHAN, Esq., C. J. HINE, Esq., W. WOTTON, Esq.,

KWAN HOI CHUAN, Esq.,

Chief Manager.

Geo. W. B. PLATTAKE.

Advisory Committee in London.

THOMAS CLARKE, Esq., Messrs Dent, Palmer & Co.

JOHN BUTTERY, Esq., Messrs John Buttery & Co.

C. R. STUART WOOLEY, Esq., M.P. for Halifax.

Geo. Munro, Manager.

Bankers.

THE ALLIANCE BANK, LIMITED.

THE COMMERCIAL BANK OF SCOTLAND.

Yokohama—D. FRASER, Manager.

Shanghai—O. J. GALLOWAY, Manager.

Amoy—J. ANDERSON, Manager.

Current Accounts opened. Money received on Deposit—Drafts issued. Bills purchased and collected. Advances made on securities or goods in neutral godowns. Usual Bank Agency business undertaken.

Interest for 12 months Fixed 2%.

do. do. 4%.

do. do. 3%.

Current Account 2%.

For rates of Interest for other periods apply to the MANAGER.

Hongkong, May 18, 1892. 29

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up CAPITAL, \$10,000,000.

RESERVE FUND, \$8,500,000.

RESERVE LIABILITY, OR, \$10,000,000.

PROFITS, OR.

Court of Directors:

T. E. DAVIS, Esq.—Chairman.

H. HOPKINS, Esq.—Deputy Chairman.

James J. Bell Irving, Alex. McConachie, Esq.

G. J. HILLIDGE, Esq., J. S. MOSS, Esq.

Carl Jantzen, Esq., D. B. Samson, Esq.

Julius Kramer, Esq.

Chief Manager.

Hongkong—F. DE BOVIS, Esq.

Manager.

Shanghai—P. W. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING CO. LTD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance up to \$20,000.

On Fixed Deposits.

For 6 months 3% per cent. per annum.

12 " 4 " 2%

2000.00

12 " 4 " 2%

in excess of \$20,000.

HONGKONG—INTEREST CHARGED.

6% on LOANS against Shares with full margin.

6% on Advances against Goods in neutral godowns.

7% on Current Account Overdrafts.

7% on Advances against Goods in private godowns.

F. DE BOVIS,

Chief Manager.

Hongkong, May 18, 1892. 1571

HONGKONG SAVINGS BANK.

THE business of the above bank is con-

ducted by the HONGKONG AND

SHANGHAI BANKING CORPORATION.

Rates may be obtained on ap-

plication.

INTEREST on deposits is allowed at

3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on

FIXED DEPOSIT at 4% PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

F. DE BOVIS,

Chief Manager.

Hongkong, August 1, 1891. 1515

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL,

THEORETICAL AND POPULAR

ASPECTS.

BY ERNEST J. EITTEL, PH.D., TUSING.

THIRD EDITION,

REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE CRAWFORD & CO.

Business Notices.

BUSINESS NOTICES.

LANE CRAWFORD & CO.

SOLE AGENTS OR

GUINNESS'S

ROBERT PORTER & CO.

STOUT EXPORT BOTTLED BEER.

ALE ALE.

WINE & LIQUORS.

SHIRLEY & CO., LTD.

NEW SHIPMENTS JUST RECEIVED.

LANE, CRAWFORD & CO.

Hongkong, July 15, 1892. 1235

THE MOUNT AUSTIN HOTEL,

Telephone address, 140 FEET ABOVE SEA LEVEL.

A. H. C. CO., TELEPHONE NO. 35.

TARIFF UNTIL FURTHER NOTICE AND SUBJECT TO AMENDMENT BEING

AVAILABLE.

Board and Lodging by the day (1 person)... \$ 5.00 Sitting room the day... \$ 3.00

do. do. (for married) ... 7.50 Extra Bed by the day... 2.50

(couples) occupying one room... 5.00 do. month... 50.00

Board and Lodging by the week (1 person)... 30.00 do. month... 45.00

do. do. (for married) ... 45.00 Bed and Breakfast... 2.50

(couples) occupying one room... 15.00 Children special arrangement... 1.00

Board and Lodging by the month (1 person)... 90.00 do. (for married) ... 135.00

For further Particulars apply to the Undermentioned at the Company's Office, 38 and 40, Queen's Road Central, over the Hongkong Dispensary, or to JOHN APP, MANAGER, MOUNT AUSTIN HOTEL.

JOHN APP, Secretary.

Hongkong, May 1, 1892. 796

ROBERT LANG & CO.

NEW GOODS.

A LARGE SELECTION OF WHITE AND STRIPE FLANNELS AND

SERGES.

TROPICAL TWEEDS, HOMESPUNS AND COAHS.

TERAL HATS (ALL CLOTH) AND SUN HAT.

BOOTS AND SHOES.

WATERPROOF COATS AND UMBRELLA.

&c. &c.

W. POWELL & CO.

NEW SHIPMENTS OF FABRICS.

LADIES' CORSETS

IN CANVAS, SATIN, COTTON AND OTHER MATERIALS.

STIRLING, 'RATIONAL,' 'RIVAL,' 'CALCUTTA,' 'POD,' 'LIGHT AS A

'FEATHER,' 'CAROLINE,' 'HAIDER,' 'THOMSON'S F.'

NURSING CORSES—CHILDREN'S STAY BANDS—LAIRME AND CHILDREN'S UNDERCLOTHING.

W. POWELL & CO.

Hongkong, July 4, 1892. 1170

Intimations.

NOTICE.

THE PUNJOM AND SUNGIE DUA SAMANTAN MINING COMPANY, LIMITED.

ALL PERSONS holding SCRIP in the above Company are requested to send them in AT ONCE for Transfer.

A Circular will be sent to each Shareholder in reference to the re-construction of the Company.

A. O'D. GOULDIN, Secretary.

Hongkong, May 25, 1892. 940

DAKIN, CRUCKSHANK & CO., LTD.

THIS COMPANY formed

THE CHA MAIL.

[No. 816] July 16, 1892.

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND COULDING
TO YOKOHAMA, SAN FRANCISCO,
FRANCISCO.

PROPOSED MAILINGS FROM HONGKONG,
City of Rio de Janeiro, Tuesday, July 10,
China, v. Honolulu, Saturday, Aug. 20,
Peru, THURSDAY, Sept. 8.

THE U. S. Mail Steamship will be despatched
for SAN FRANCISCO, via YOKO-
HAMA, on TUESDAY, the 10th July, at
1 p.m., taking Passengers and Freight for
Japan, the United States, and Europe.

RATES OF PASSAGE
From HONGKONG, FIRST CLASS.
To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Town, \$225.00
and Seattle, Tacoma, Port Townsend, \$125.00
To Liverpool, London, \$325.00
To Paris, Berlin, Brussels, \$345.00
To London and Hamburg, \$335.00

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND
CITIES, FIRST CLASS.

DESTINATION.	Day Tickets	Continental Tickets
Kansas City, Mo., Omaha,	255.00	
Neb.	292.50	291.50
St. Paul, Minn., Minne- apolis, Minn.	292.50	
Chicago, Ill.	297.50	295.00
Milwaukee, Wis.	295.50	295.00
Cincinnati, Ohio	302.50	301.50
Columbus, Ohio	304.25	304.00
Detroit, Mich.	304.95	302.75
leveland, Ohio	306.55	305.00
Toronto, Canada	303.95	307.45
Pittsburg, Penn.	310.25	307.00
Niagara Falls, N. Y., Buf- falo, N. Y.	311.00	308.50
Washington, D. C., Balti- more, Md.	317.50	311.75
Montreal, Canada	319.75	313.00
Philadelphia, Penn.	319.75	312.50
New York	321.15	317.00
Boston, Mass.	321.15	317.00
Portland, Maine	327.25	317.00

All the above Rates are in Mexican Dollars.

Special rates (first-class only) are granted to Misionaries, members of the Naval, Military, Diplomatic, and Civil Services, European officials in service of China and Japan, and to Government officials and their families.

Passengers by this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

Y. 4 months \$337.50
12 \$339.50

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlanta, and Inland Cities of the United States, via Overland Railways, via Hawaii, the United States, and Dismers, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Fright will be received on board until 1 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m.; same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, June 28, 1892. 1135



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, ISMAILIA, PORT SAID,
MALTA, GIBRALTAR, MARSEILLE,
BRINDISI.

PLYMOUTH AND LONDON;
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B. Cargo can be taken through Bill
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
HAMBURG, NEW YORK AND
BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PANTHER AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
GANGES, Captain T. J. ADERSON, will
have Her Majesty's Mail, will be despatched
from this for LONDON, via BOMBAY and
SUEZ CANAL, on THURSDAY, 21st
July, at Noon.

Gage will be received on board until 4 p.m., Parcels and Spades (Gold) at the Office until 4 p.m. on the day before sailing.

Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed to Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tax will be sent either via London or Colombo according to arrangement.

The British steamer Zafiro, bound

for the Peninsula and Orient, according
to BILL and PASSAGE, apply to the
PENINSULA & ORIENTAL STEAM NAVIGA-
TION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

This Steamer takes Cargo and Passengers
for MARSEILLE.

H. H. JOSEPH,
Superintendent.

& O. S. N. Co.'s Office,
Hongkong, July 11, 1892. 1207

Intimations.

NOTICE.

KANADA COAL, FROM TAGAWA-GORI, BUZEN, JAPAN.

NOTICE TO BUILDERS.

TENDERS are required for ERECTING
1 MATSHEDS and WORKS in con-
nection therewith at GUN CAMP HILL, KU-
Loo, in the Hongkong District. Plans and
Specifications can be seen and all informa-
tion obtained on application to the Super-
visor, Royal Engineer Office, Queen's
Road, between the hours of 10 a.m. and 3
p.m. daily.

Tenders to be addressed to the DEPUTY
ASSISTANT GENERAL (B), Head
Quartermaster Office, Queen's Road, before 12
o'clock Noon on FRIDAY, the 22nd day of
July, 1892, and marked on the outside
Tender for Matsheds, Kowloon.

The Secretary of State does not bind
himself to accept the lowest or any tender.

HEAD QUARTER OFFICE.

Queen's Road, 14th July, 1892. 1235

N O T I C E .

A LARGE ASSORTMENT
OF
NEW STYLES OF GOODS
FOR SUMMER WEAR.

All Kinds of
CLOTHES
MADE, AND PERFECT FIT GUARANTEED,
AT LOWEST PRICES.

Please make a call
68, QUEEN'S ROAD CENTRAL. 1100

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.

LIST OF SUBSCRIBERS
TO THE
HONGKONG TELEPHONE EXCHANGE.

8.—Arnold, Karberg & Co., Praya Central,
10.—Aberdeen Paper Mills, Office, Wing
Lok Street.

10.—Aberdeen Paper Mills,
24.—Anderson, Capt. G. C., Praya Central.

25.—Aberdeen Dock.

40.—Alice Memorial Hospital.

41.—Anderson, Capt. G. C., Praya East.

42.—Butterfield & Swire.

43.—Do. do.

59.—Bay View Hotel.

65.—Blatchford & Co., Magazine Gap.

66.—Do. do. Praya Central.

3.—Cantlie, Dr. J. Peak.

15.—Central Police Station.

22.—China Mail Office.

24.—Canadian Pacific Rail. & S. S. Co.

71.—China Sugar Refinery, Town Office.

72.—Do. do. East Point.

80.—Government Civil Hospital.

1.—Hongkong Telegraph's Office.

2.—Dr Hartigan, Queen's Road.

3.—Do. do. Office, Wing Lok Street.

11.—Hongkong Club.

12.—Hongkong & Whampoa Co., Ltd.

13.—Hongkong & Whampoa Co., Ltd.

27.—Holdings, Wiss & Co., Office.

28.—Hollies' Chas., Residence.

32.—Hongkong Hotel, Public Telephone.

58.—Hongkong Electric Co., Ltd.

45.—Hongkong Rock Factory.

67.—Hughes, E. J., Residence.

81.—Hongkong & Kowloon Wharf & Ge-
town Co., Ltd.

77.—Ho Tung, Praya Central.

82.—Ho Tung, Bonham Strand.

21.—Jardine, Matheson & Co., Kerosine
Godown, East Point.

30.—Jordan, Dr. G. P., Praya Central.

31.—Jordan, Dr. G. P., Residence.

53.—Juda, Wm. H., Residence.

54.—Kempsey, J., Residence.

55.—Lapraik, J. D., Stewart Terrace.

56.—Peak Hospital.

59.—Peak Hotel & Trading Co., Ltd.

19.—P. O. S. N. Co.

36.—Quarry Bay Sugar Refinery.

34.—Ray, E. C., Residence.

35.—Mount Austin Hotel.

39.—Mackintosh, E., Residence.

51.—McEwen, Frickel & Co., Ltd.

5.—Name & Co., Wing Lok Street.

2.—Peak Hospital.

29.—Peak Hotel & Trading Co., Ltd.

19.—P. O. S. N. Co.

36.—Quarry Bay Sugar Refinery.

34.—Ray, E. C., Residence.

35.—Mount Austin Hotel.

39.—Mackintosh, E., Residence.

51.—Do. do. Bonham Strand.

33.—Woo Kee & Co., Bonham Strand.

17.—The Exchange is open day and night.

W. STUART HARRISON,
Manager.

To-day's Advertisements.

THEATRE ROYAL.

HARRY STANLEY'S COMIC OPERA
H. AND BURLESQUE COMPANY.

Patronized by H. E. THE GOVERNOR,
Sir WILLIAM ROBINSON, K.C.M.O.

TO-NIGHT (FRIDAY),
CHINESE FASHIONABLE NIGHT,

THE CHINESE FASHIONABLE NIGHT,

B. L. U. E.—B. B. A. R. D.'

TA-RA-KA BOOM-DE-AY.

A GREAT BILL FOR

TO-MORROW (SATURDAY),

The Splendid 3 Act Comic Opera

PAUL JONES', with DANCES, ETC.

Box Plan of Meaux, Kelly & Walsh's.

THE CHINA MAIL.

The Superintendent of the P. & O. Co. informs us that the Company's steamer *Victoria* left Nagasaki for this port on the 14th inst. at 5 p.m.

The number of prisoners in the 44 gaols in the Philippines Islands on the 1st of June last was 5,803, of whom, Manila, as the capital of the Philippines, contributed the largest share, the number being 2,919 prisoners.

We understand that the office of Deputy Captain Superintendent of Police has been given to Mr. Buckle, Civil Service cadet. Inspector Matheson, who has been filling the position since the departure of Mr. Horrocks, goes back to his old post of Acting Chief Inspector. Major-General Gordon will continue to act as Captain Superintendent of Police and Acting Governor of Victoria Gaol.

TANGIBLE. The destruction of their vessel by fire at sea, the crew of the ship *Clare*, which left Liverpool in July last year, have had much experience. The *Clare* left the Murray on the 22nd of July last for San Francisco, and a report, received on Saturday in Liverpool, from Sydney, New South Wales, says the vessel was burned at sea, and the crew of the second boat, which landed at Tahiti by a sailing vessel, which had picked them up. This vessel was the *Tropic Bird*. She had on board eleven of the crew, and when she fell in with them they had been fifteen days in their small open boat. For the last eight days they had existed on a quarter of a biscuit and a mouthful of water each. When picked up they were in a terrible state of exhaustion, and it was some time before they were brought round. It seems that the captain and the others of the crew were picked up by the ship *California* and landed at San Francisco. They were found in lat. 9° S., long. 115° W., but it was 400 miles to the south-east of that position that the *Tropic Bird* fell in with the other members of the crew, and who had in the meantime undergone such terrible suffering.

ONCEUPY OF VISION in the judge's box causes unpleasant comment, as the verdict in the last Civil Service Cup simply proved. India, however, has a monopoly of such mistakes and not long ago we received a comic decision given in the colonies by a judge who had incurred the displeasure of his superiors. He was a man of very poor health, and when asked for his verdict in a race between which he and a grey passed the post locked together, supinely thought of "Shakepear's won." Another comic first now reaches us and this also comes from the Antipodes. At a recent race-meeting in Australia, the principal event of the day was won by a short head, but the judge, who, by the way, is one of the most respected men in the district, gave it a dead heat. A personal friend of the judge owned the horse that had really won, and he was not slow to tell his judgment that his horse had won by a couple of feet. To the owner's surprise the judge replied: "Well, Bill, I know he did, but what is two feet in a mile race? Well, he has it over again—again."

COMPLAINTS of the neglect of education in favor of cricket find little favour with the public. That of Highbury, for the suggestion that, in Mr. Edward Lyttelton's characteristic and amusing opinion, cricket is not only education, but education of the highest kind. In a paper on this subject in "The Educational Review" he gives the palm among games to cricket for teaching the control of the temper. The man who can walk away from the wicket, having been badly run out by his partner after getting 20 runs without a mistake, or who can be "wrongly given out" by an umpire in the morning of a one-day's match, or who can see his slows correctly hit about by some brawny child of nature, and again again missed by a partner in a slightly set of fieldsmen, are under circumstances like these taught self-control and test the game's heat (Mr. Lyttelton) on an amount of self-discipline which no other frequent experience during his youth can possibly give him. He becomes (he continues) to see the enormous difficulty of really doing anything well. His mind school him to bear disappointment and constant collapse of his best hopes, and at the same time be ready to talk pleasantly to ladies, who don't understand what has happened, and whose consultations only stab the deeper; or to administer comfort to a younger player who is also in distress, and to refrain from worrying his friend own future. All these things, according to this authority, "the more he does, the better he is a good and popular cricketer, and all this is within the reach of an ordinary and not particularly brilliant player."

THE ACCIDENT ON THE TRAMWAY. Mr. Wedderburn to-day held an inquiry into the circumstances connected with the death of a coolie who was killed on the Peak Tramway on the 13th inst. The jury were: Messrs. E. T. T. T. F. Santos and C. P. Draper.

Charles Leathem, car conductor, said—I was going up in the 10.30 a.m. car on the 13th inst. I was in charge of the brake. About five feet before we got to the points, which are about half way up the line, I saw the pointeman, a Chinaman, put the switch over the wrong way. The effect of this was to put my car on the same line as that on which the other car was coming down. If he had not shifted the points this would not have happened. I immediately signalled to stop the engine, and the car, after going about fifty feet, stopped. During this time there were some coolies working on the space which divided the two lines at this point. The deceased was one of them. Three pulleys were carried away by the cable which was strained by my car being on the wrong line. The cable was jerked across the line and struck the deceased on the legs, knocking him down. As soon as the car stopped we sent a messenger to the Central Police Station. The deceased, and the two other coolies who were injured lay on the hillside for about three-quarters of an hour before they were removed in ambulances. During that time we could do nothing for them. A coolie was sent to get some water for them, but he never came back. On this occasion the points were all right for the green car coming up. When the car got within about five feet of the points the N. mag. and at 1.30 altered to N.E. by E.

pointeman put the lever over to the wrong side. I noticed him do this, but it was too late to prevent the car going on the main line.

Sung Sam, foreman, employed on the tramway, said—I knew the deceased. He was an earth-cooker and was in the employ of Tung Cheong, contractor. The deceased was twenty-five years of age. He was unmarried. I was at work on the tramway about 10 a.m. on the 13th inst. The deceased and four others were also at the work. We were working near the points where the two cars pass each other. As the cars approached we got in between the two tracks. The wire rope sprung over from the side line to the main line and struck deceased and two others.

D. J. Cantile said—On the 13th inst. about 11.30 I was called to go to the tramway to see some men who were injured. I went at once and arrived at the place about ten minutes afterwards. When I got there the deceased was lying in an ambulance at the side of the tramway line, near the pointeman's box. He had lost a great deal of blood from an injury to his right leg which was broken and lowered below the knee. The foot was hanging by a few shreds of skin. The bone of the right arm was also broken. The man was just dying when I reached the place. He died from loss of blood. A sergeant of police had given some assistance to the deceased, but he had only reached the spot a few minutes before me.

POLICE Sergeant Baker said—at 10.30 on the 13th inst. a report was made at the Central station, where I was, about the accident on the tramway. I went to the scene of the accident accompanied by a number of Chinese constables with ambulances. On getting to the point I saw the deceased lying at the side of the line. He appeared to be almost dead. He was lying in a pool of blood. From the marks of blood on the line I should say that deceased had been standing about fifteen feet above the point when he was struck by the cable. From that point he seemed to have slid down the hillside a short distance, and stopped again by putting his left foot against a projecting rock.

Charles L. shrub, recalled, said that he where deceased was struck by the cable turned the car around and fell on the bank. He remained there for about ten minutes and then slid down to the points. The other two men who were injured were lying further up the line. Nothing was done for the deceased until the sergeant of police came. There was nobody who could attend to him. I, and the other conductor had to remain on the car and attend to the brake. I told the foreman to go to a spring about 200 yards distant to get some water. He did not do so. None of the Chinese gave any assistance.

D. J. Cantile, recalled, said that it is a few minutes after the accident something had been done to stop the bleeding of the deceased's life which had been prolonged. W. K. White, superintendent of the tramway, described the system of working the points. When the car goes down the points are in position for its coming up again. It is the duty of the pointeman to keep his hand on the lever while the car is passing the points to keep the points steady. After the 'up' car has passed the points the lever has to be put over to take the car to the main line again. The work requires very little training. I never put a man on as pointeman unless he has been employed on the line for some time. The man who was pointeman on this occasion was appointed in April last. His hours of work were from 7.30 to 10 a.m., and from 11 a.m. to 2 p.m. The stopping of the car could not have been done more promptly than on this occasion. I think the present system of working the points is the best. I am not in favour of an automatic switch for this line.

This concluded the evidence.

The jury found that the deceased met his death by having been struck by the steel rope, and that this was due to a mistake on the part of the pointeman.

THE LOSS OF THE HAIPHONG.

OFFICIAL INQUIRY. Day a Marine Court of Inquiry was held at the office of the Harbour Master to decide with regard to the loss of the British steamer *Haiphong* on the coast of China on 28th June.

The Court was constituted as follows:—Commander R. M. Ramsay, Superintendent Magistrate; Staff Commander J. H. Woodward, R.N.; H.M.S. Victor Emmanuel; Mr. D'Avresque St. Croix, master of the *Wingsong*; Mr. Alex. Tillett, Master Mariner, Marine Superintendent, Canadian Pacific Company.

Captain Hunter stated—I was master of the British steamer *Haiphong*. I hold a master's certificate. I was on a voyage from Hongkong to Yokohama, via Swatow and Takow, and left Hongkong on June 18 at 2 p.m. We had a cargo of sugar, molasses, and cotton. It was not a full cargo. We left Takow, on June 22 at 11 a.m. We had fine weather until the 27th. At 8.45 a.m. on that day Ousina light-house, bearing N.N.W. mag. We then set a course N.E. 65 E. mag. I kept the course until noon when observations gave 33° 36' N., 136° 32' E., and the course was then altered to N. 61 E. At 8 p.m. We had light winds and fine weather, and I again altered course to N. 62 E., the ship averaging by log from 8.45 to 8.5 knots.

Samuel Gibson stated—I was second officer of the *Haiphong*. I have a second master's certificate issued in New South Wales, 16th October, 1890. I had the middle watch on the deck of the ordinary roasting. I took sight again at 4.15, which gave 137° 13' E., and at 5.30 altered course to N. 61 E. At 8 p.m. We had light winds and fine weather, and I again altered course to N. 62 E., the ship averaging by log from 8.45 to 8.5 knots.

At 10.30 I passed a steamer bound to south and westward, about 2 miles in advance of us. At this time I ought to have been within the radius of Ousina light. I sent a man on the yard to look for it. A star observation was taken about this time by the third officer, which put the ship about on her line. I left the deck about 10.45, leaving orders to be called at midnight. I was called at midnight by the third officer who reported that the weather was getting bad. When I got on the bridge I found the weather thick, and I put the engines half-speed and hauled out to E. N. mag. In about 10 minutes the weather cleared up. I went full speed. Weather keeping the same at 1 a.m., altered by E. N. mag., and at 1.30 altered to N.E. by E.

pointeman put the lever over to the wrong side. I noticed him do this, but it was too late to prevent the car going on the main line.

E. mag. Not seeing Rock Island light I went a hard afloat to look out for it. I thought the ship had been set out at 11. I had not seen Ousina light. It was now dark and overcast, but I expected to be able to see Rock Island light miles off. At 3 a.m. I sighted a light on the port beam; it was a thick engine half-speed. I was about 10 miles off and the engine had stopped. I was fatigued. Soon after this I went to bed. About 3.45 a.m. I heard the sound of a bell. The pointeman put the lever over to the main line again. I made out the land right ahead—but engines full speed astern. I was nearly daylight then. She came off the rocks and I was obliged to stop as there was a large rock under port quarter. Went ahead and put him hard aport. I had a boat lowered to run out and fasten to a rock on starboard beam. As the S. W. wind was astern I pulled the cliff after a few attempts to get the line out. The engine had stopped when we started to run the line out, but I was taking them as necessary trying to reach the ship's head room, though there was very little room. About 4.20 it was reported that there was 3 feet of water in the fire-hold. I ordered the pump on. In the after-hold there was 18 inches—the big donkey was put on to the fire hold and the small donkey on to the after-hold. There was no water in the engine room. The water gained on the pumps I decided to lower the boats and that was done. By the time this was done and the crew in the boats were sent the third mate in one boat decked up so he could get a landing place and to try to send a wire to Yokohama. About an hour after this a small launch came in sight, and she towed the boat, except the one containing the pointeman and the chief engineer, to a fishing village called Nagaki. I remained with the chief engineer on board the ship till the water was up to the deck on the lee-side (starboard). The ship having listed sideways we then got into the boats and lay off for about 2 hours. In them came on to the N. W. in heavy squalls, and left the ship and went round the harbour. Came out again about 2 p.m. and found the ship listed over about 30 degrees, and the sea was over the deck after the after-hold. We saved what we could and left her about 3 a.m. I went out with the chief mate in the next morning and found the ship rather more settled down, and at about 11 a.m. a big boat came down (a "wiz") having been got to Yokohama) with Lloyd's engineers and the chief engineer. We had an observation for longitude that afternoon and reached the ship at 8 p.m. I took the boat to the main deck and lay off for about 2 hours. In them came on to the N. W. in heavy squalls, and left the ship and went round the harbour. Came out again about 2 p.m. and found the ship listed over about 30 degrees, and the sea was over the deck after the after-hold. 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Mails

Intimations.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOT POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONICHEERY,
MADRAS, CALCUTTA, ADEN, SUEZ,
PORT SAID,
MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSAILLES, AND PORTS
OF BRAZIL, AND LA PLATA;

LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 27th July, 1892, at Noon, the Company's
S.S. *OULIS*, Commandant CHARDON,
with MALES, PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as Marsailles, and accepted
in transit through Marsailles for the
principal places of Europe.

Shipping Orders will be granted till
noon.

Goods will be received on board until 4
p.m., Specie and Parcels until 3 p.m., on
the 26th July, 1892. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of packages are re-
quired.

For further particulars, apply at the
Company's Office. G. de CHAMPEAUX,
Agent.

Hongkong, July 13, 1892. 1222

CANADIAN PACIFIC RAILWAY CO.'s
ROYAL MAIL STEAMSHIP LINE,
CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION.)

Empress of Japan | Saturday | July 30.

Empress of China | Saturday | August 20.

Empress of India | Saturday | Sept. 10.

T.H.R. M. S. EMPRESS OF JAPAN,
Lieut. Gr. A. Lee, Commander,
sailing at Noon on SATURDAY, the 30th July,
with Her Majesty's Mail, will proceed to
VANCOUVER, via SHANGHAI,
KOBE, INLAND SEA and YOKOHAMA.

RATES OF PASSAGE.

(In Mexican Dollars).

From HONGKONG, FIRST CLASS.

TO	Prepaid One way Fare.	Return 4 mos. Mos.
Vancouver, Victoria, Es- quimalt, New West- minster, B.C.	225	338 394
Port Townsend, Seattle, Tacoma, Wash.	225	338 394
Portland, Ore., San Fran- cisco.	225	338 487
Banff, Calgary, Alba	275	413 482
Winnipeg, Man.	285	428 499
Minneapolis, St. Paul, Dul- uth, Minn.	285	428 499
Chicago, Ill., Kansas City, St. Louis, Mo.	295	443 517
Milwaukee, Wis.	295	443 517
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.	305	458 534
Hamilton, London, Toron- to, Ont.	305	458 534
Buffalo, N.Y.	305	458 534
Kingston, Ottawa, Ont., Montreal, Quebec, Que.	310	465 543
New York, Albany, Troy, Rochester, N.Y.	310	465 543
Baltimore, Md., Philadel- phia, Pittsburgh, Pa.	310	465 543
Washington, D.C., Boston, Mass., Portland Me.	310	465 543
Halifax, N.S., St. John, N.B.	310	465 543
Liverpool, and London via Liverpool.	325	575 650
Paris via Liverpool and London.	345	not issued
Havre, via Liverpool.	345	not issued
Etremae, via	345	not issued
Hamburg	345	not issued

All the above Rates are in Mexican
Dollars.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials
and their families.

Passengers by this Line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Return Tickets.—Time limit for issue
of return ticket is reckoned from date of issue
to date of re-embarking at Vancouver.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

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Railways.

Return Tickets.—First Class.—Prepaid
return tickets to San Francisco will be
issued at following rates:—

4 months \$337.50

12 \$993.75

Time is reckoned from date of issue to
date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-
embarking at San Francisco for China
(or vice versa) will receive a refund
of amount of 10%.* This allowance
does not apply to through fares from China
to Japan or to Europe.

One Parcel Package should be marked to
order in full; and same will be received
by the Company's Office until 5 p.m. the
day previous to sailing.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Offices, San Francisco.

For further information as to Passage
or Passage, apply to the Agency of U.C.
No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, July 7, 1892. 1192

The Greenland China Mail,

A WEEKLY JOURNAL FOR THE HOME MAIL,

IS PUBLISHED to suit the Departure
of each ENGLISH and FRENCH MAIL
Steamer for Europe. It contains special
Commercial intelligence, special tables of
Shipping, and other information. The
various Reports of Courts and Meetings,
and all other news, are given in full as
they appear in the Daily issue.

The Overland China Mail, by the con-
venience of its form and the accuracy and
fullness of its reports, is among the most popular
and reliable, with a wide home a
wide budget of the news of Hongkong
and the Far East. Circulating, as it does,
through the Gorges of the Great River,
Special Observations.

A Journey in North Szechuan;

Up the Kiang-ting River.

The Great Salt Wells.

North Kwei Ouh.

The Wilds of Hu-peh.

Sz Chuan Plants.

Subscriptions:

Per Annum \$12.00, postage, \$1.00

Quarter 3.00, 0.25

Single Copy 0.35.

Chine Mail Office, Hongkong.

Intimations.

NORTHERN PACIFIC STEAMSHIP
AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1892.

(SUBJECT TO ALTERATION).

Phra Nang Saturday | July 30.

Victoria Saturday | August 20.

A Steamer Saturday | September 3.

AND THEREAFTER THE PERMANENT SERVICE
OF THE COMPANY'S REGULAR STEAMERS.

THE S. S. *PHRA NANG*, Captain

Watson, sailing at Noon, on

SATURDAY, the 30th July, will proceed to

VICTORIA, B.C., and TACOMA, via

SHANGHAI, NAGASAKI, INLAND

SEA, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan,
Portuguese, and to Canada and the

United States Posts.

Consular Invoices of Goods for United
States Points should be in quadruplicate;

and one copy must be sent forward by the
steamer to the care of D. E. Brown,

Assistant General Freight and Passenger Agent,

Canadian Pacific Railway Company,

Vancouver, B.C.

PARCELS must be sent to the Company's

Office in Hongkong, full by 5 p.m., on

the day previous to sailing.

For further information as to Passage or

Freight, apply to

DODWELL, CARLILL & Co.,

Agents.

Hongkong, July 9, 1892. 1192

Occidental & Oriental Steam-

Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
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Winnipeg, Man.	285	428 499
Minneapolis, St. Paul, Dul- uth, Minn.	285	428 499
Chicago, Ill., Kansas City, St. Louis, Mo.	295	443 517
Milwaukee, Wis.	295	443 517
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.	305	458 534
Hamilton, London, Toron- to, Ont.	305	458 534
Buffalo, N.Y.	305	458 534
Kingston, Ottawa, Ont., Montreal, Quebec, Que.	310	465 543
New York, Albany, Troy, Rochester, N.Y.	310	465 543
Baltimore, Md., Philadel- phia, Pittsburgh, Pa.	310	465 543
Washington, D.C., Boston, Mass., Portland Me.	310	465 543
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Paris via Liverpool and London.	345	not issued
Havre, via Liverpool.	345	not issued
Etremae, via	345	not issued
Hamburg	345	not issued

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Return Tickets.—First Class.—Prepaid
return tickets to San Francisco will be
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